How does he manage with two coolies ? Is it not possible for the inspector to manage with two coolies? It is not a long distance for the two sections together.

Mr. K. Ramunni Menon.—The Engineer's jurisdiction is 50 miles and the Inspector's jurisdiction is only half of that.

Mr. T. A. Ramachandra Ayyar.—And the Engineer manages with two coolies. Why not the Inspector do like that?

Mr. K. Ramunni Menon.—The Engineer visits these only occasionally whereas the Inspectors have to go there frequently and so they require two coolies for each section.

Fuel for Tramway.

121. Mr. T. A. Ramachandra Ayyar.—Will the Government be pleased to state:—

(1) the total quantity of fuel required for consumption for Tramway in any one year in section III ;

(2) the number of fuel sheds in section III with the capacity of each and name of the locaiity ;

(3) whether fuel used to be stocked in these sheds to their full capacity ; if so, the quantity stocked each time in the last 3 years 1104, 1105 and 1106 with the dates of measurement ; the original measurement book may be placed on the Council Table ;

(4) if the fuel sheds are not sufficient to hold the full quantity required for consumption in any one year where the balance fuel is usually stoked, whether near the fuel sheds themselves or along the line in different places and under whose supervision ;

(5) will it be convenient to stock the balance fuel at the starting place or at watering stations or at the destination to avoid the unnecessary detention of trains on the way ;

(6) are such detentions caused, if any, generally booked ;

(7) has the contractor being insisted upon at any time for doing so ;

(8) if so, the dates of such orders in any one year and the copies thereof placed on the table ;

(9) if not, why the same was not insisted upon ;

(10) whether the contractor has been insisted upon to stack the fuel in the fuel sheds to its full capacity as required in the agreements ;

(11) if so, are there instances of measurements of fuel stacked in fuel sheds being recorded, when the fuel shed is not fully stacked with fuel to its full capacity and if so the reasons for so doing ;

(12) was it not enough to measure the fuel stacked in the shed after the shed is stacked to the full capacity ;

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(13) the capacity of a fuel bogie;

(14) is the contractor loading the bogies to the full capacity;

(15) are there any concessions allowed to fuel bogies by private contractors and local fuel contractor;

(16) if so, what is the concession (to the private contractor), how much and the reason for so doing.

(17) has the loco fuel contractor been insisted upon to avail of the concessions allowed to private contractors at any time; if not, why not:

(18) the number of bogies of fuel transported by the loco fuel contractor during the last three years 1104, 1105 and 1106 in the 1st section and the quantity of fuel according to the bogie measurements;

(19) the quantity of fuel measured and taken charge in each year

(20) the percentage of discount allowed in each year;

(21) the difference between the quantity receipted and that transported and the reason for the same?

Mr. K. Ramunni Menon.—(1) 1,082 tons in 1106.

(2) Muduvarachal 280 tons, Kuriarkutty 175 tons.

(3) 1104. Yes. Muduvarachal 12th Kumbham 1104, 250 tons.

Kuriarkutty 4th Makaram 1104, 157 tons.
after allowing deduction on account of loose stacking, etc.

1105. Kuriarkutty 11th November 1929, 179 tons
Muduvarachal 3rd Dhanu 1105, 248 tons,
after allowing deduction on account of loose stacking, etc.

1106. Muduvarachal 29th Vrischigam 1107, 227 tons.
Kuriarkutty 29th Vrischigam 1106, 154 tons,
after allowing deduction on account of loose stacking, etc.
The measurement book is placed on the Council Table.

(4) The balance is usually stacked at the available sites near the line under the supervision of the Brake and Loco-Inspector.

(5) Starting place—No. Watering stations—Yes, stacking is generally done at Muduvarachal and Kuriarkutty, two of the watering stations at which there are sheds. There is no convenience to stack the fuel at the other watering stations and destination.

(6) Yes.

(7) No, as this will entail running of extra trains and will be a costly undertaking.

(8) No reply is necessary in view of answer to No. 7.

(9) Do do

(10) Yes.

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(11) Yes. The fuel sheds are stacked to their full capacity to answer the purpose for the wet weather. If during the dry weather, there are collections near the shed, the stacks are, for convenience made within the shed and in such cases stacking to the full capacity of the sheds is not insisted upon.

(12) Yes, if the stack was intended for the wet weather.

(13) Five tons.

(14) Yes.

(15) Yes.

(16) All contractors are alike allowed to load fuel up to a height of one foot above the top rail of a bogie. This is with a view to compensating the transporting agency to provide for the vacuum due to interstices caused by hurried filling.

(17) The concession is there applicable to all and no further orders or instructions are necessary.

(18) 1104 395 bogies 1975 tons.
1105 350 ,, 1750 ,,
1106 357 ,, 1785 ,,

(19) 1104 1869 tons.
1105 2341 ,,
1106 2011 ,,

(20) 1104 1·9 % average.
1105 2·3 % ,,
1106 2·2 % ,,

(21) Difference between the quantity transported and that receipted and the reason for same:—

1104 1975—1869 106 tons.
1105 2341—1750 591 ,,

Of this are included 106 tons transported in 1104; 134 tons stacked on the line for the sake of convenience and 60 tons of poravats used as fuel. The balance of 291 tons is the result of the difference explained below:—

1106 2011—1785 226 tons.

Of this are included 15 tons of poravats used as fuel and 15 tons stacked on the line for the sake of convenience. The balance of 196 tons is the result of the difference explained below:—

The bogie measurements bear no relation to the quantity measured after transport and separate stacking. At times, actuals tally with, sometimes they fall short of, and occasionally they exceed the bogie measurements. This is so found on verification and hence it is seen that no comparison can be drawn between the two measurements. To be on the correct side, the quantity transported in bogies are separately got stacked, remeasured and taken charge of, Forest authorities witnes-

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sing these operations. The variation in the contents of the bogies depends on the nature and method of loading on the bogies and also on the form and size of the billets of fuel loaded in bogies.

Use of Tramway Saloon.

122. Mr. T. A. Ramachandra Ayyar.—Will the Government be pleased to state:—

(1) whether any of the Tramway subordinates who are booked on the Hills are allowed to work in the plain and pay disbursed and if so, the names of such subordinates and the reasons for so doing;

(2) the names of officers who can have the free use of Tramway Saloon;

(3) the names of those who have used the same during the last 2 years with the dates of such use by the different persons, and the amount realised from each of such persons;

(4) will a copy of the register be kindly placed on the table?

Mr. K. Ramunni Menon.—(1) No.

(2) The Tramway Engineer, the Heads of Departments and their immediate assistants are allowed the free use of the small saloon. The Diwan of Cochin and other distinguished guests going up the Tramway use the big saloon.

(3) A statement showing the dates on which the saloons went on the line is appended. (*Vide Appendix V*). No charges are realisable for the use of the saloon by the Government officers. The names of persons travelled are not known as no register is maintained.

(4) No register is maintained.

Mr. T. A. Ramachandra Ayyar.—The names of persons travelled are not known. May I know why?

Mr. K. Ramunni Menon.—Because no register is maintained for recording their names.

Mr. T. A. Ramachandra Ayyar.—Is there a register maintained in all sections of the Tramway containing the following details:—Date, the name of the Engineer, the name of the Driver, the name of the Guard, the time of departure and the time of arrival, etc., etc., ? Is such a register maintained?

Mr. K. Ramunni Menon.—Yes, such a register is maintained?

Mr. T. A. Ramachandra Ayyar.—Can that register be placed on the table?

Mr. K. Ramunni Menon.—The register can be placed on the tabte, but not now.

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